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THRU : Chief, St/I/R  
Chief, D/S

3 February 1958

Chief, S/TR

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Revision of [REDACTED] Targets on the USSR

REFERENCE: St/I Office Notice No. 146, dated 23 January 1958

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1. The following is S/TR's recommended revision of [REDACTED] Targets on the USSR:

Objective II d.

Transportation  
Background

The transportation network of the USSR, particularly its broad gauge railroad system, is vital to the day-to-day existence of the Soviet economy. Today the rail network has a greater volume of transport (in ton kilometers of movement) than any other railroad system in the world. Its total movement (1957) has risen by approximately 200 percent since 1945. The 1956 gross operating income of the Soviet railroad system was in the neighborhood of 60 billion rubles.

The railroad net of the USSR is also vital to its military buildup and to any sustained military effort on the part of the Communist Bloc.

The length of line in operation has not increased in proportion to its traffic from 1945 to the end of 1956, the net gain in kilometers being only 7 percent. However, large sums of money have been invested in improving, double-tracking, and electrifying existing lines, and in acquiring new equipment, including modern steam, electric and diesel electric locomotives. Also, the total length of industrial railroads and spurs has increased by over 210 percent between 1945 and the end of 1956.

Basic Guidance

From overall or regional sources, basic statistical information is continually needed. Statistics for the current year are of course most important, but figures for the years immediately past

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are also of great importance in providing the depth necessary to show the progress of growth and other changes. Railroad statistics most needed and not yet published are rolling stock inventories (locomotives by type, passenger and freight cars by type), costs of rolling stock per item, data on consumption of fuel and lubricants by type of each, cost of capital goods and investment data, financial data on operations (revenues and costs of operations broken down as far as possible, with a division between freight and passenger operations), traffic density by line and directional flow of major commodities, and specific data relative to wage rates and methods of computation. Also needed are most recent USSR railroad time tables, and schedules for branch lines not included in the major timetables. Conductor's timetables are particularly valuable.

Full information is needed on projected or current new railroad construction, double tracking, etc., not included in announced plans.

Statistical data of all kinds, such as vessel inventories, fuel consumption and traffic movement are needed for the inland waterways of the USSR (particularly of the RSFSR). Similar data are needed for maritime inventories, operations and traffic.

Data on inventories of motor vehicles, fuel and tire consumption and extension and condition of the hard surface road network are needed. Locations of gasoline refueling points between major cities and on long routes is useful though not critical.

Data on size (diameter), location and depth underground, on operations (booster stations and rate of flow), and on nature of product carried is needed on oil and gas pipelines.

<u>No.</u>	<u>Targets</u>	<u>Location</u>
1	<u>State Planning Commission (Gosplan)</u> Central source for detailed transport plans and other data, and for determining relationship of transport to the character and magnitude of present and planned economic developments. Regional councils could also be sources for this.	Moscow
2	<u>Ministry of Railroads (MPS)</u> Central source for detailed statistics on costs, inventories, traffic, fuel, and labor.	Moscow

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<u>No.</u>	<u>Targets</u>	<u>Location</u>
3	<u>The Tayshet-Lena Railroad</u> Detailed information on this line, which leads to the Bratsk dam construction and which may eventually be extended east and north, is desired. The availability of a great amount of hydroelectric power near this line, together with its future destination, give it strategic significance.	Tayshet-Ust-Kut and possibly further.
4	<u>The new railroad line from Aktogay to Sinkiang via the Dzhungarian gate</u> is important in linking up the western and central portions of China with the USSR. Information on progress of construction, weight of rail, traffic and motive power, and change of gauge points, is needed.	East Kazakhstan
5	Spotting, analysis and inventory of unusual types of rolling stock, such as might be used for moving guided missile bases and for transport of missiles and missile fuels or other military or strategic purposes.	No specific location, but might best be seen at or near Kapustin Yar or Tyura Tam.
6	<u>Kamchatka</u> - Existence, extent, location, and purpose of any broad gauge railroad line on the Kamchatka peninsula.	Petropavlovsk, and other points on Kamchatka
7	<u>Headquarters, RSFSR Ministry of the River Fleet</u> . Central source for data on inland waterways in the RSFSR.	Moscow
8	<u>Ministry of the Maritime Fleet, RSFSR</u> . Central source for data on ocean borne tonnage, operations and inventories.	Moscow
9	<u>Ministry of Automobile Transport and Highways, RSFSR</u> . Central source for data on internal highways, motor transport and vehicle inventories.	Moscow

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